

BookletChart™

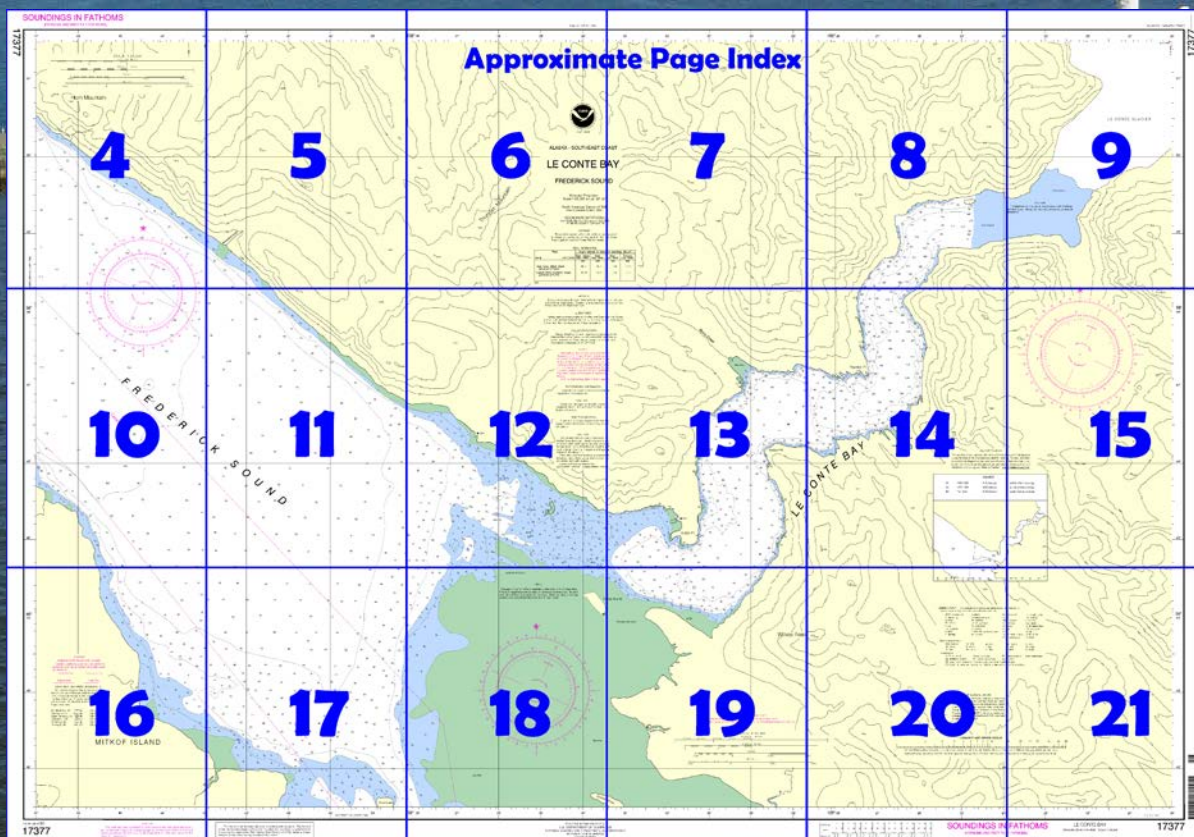
Le Conte Bay NOAA Chart 17377



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17377>.



(Selected Excerpts from Coast Pilot)
Camp Island, Pocket Island, and Hidden Island are wooded islands on the flats N of Dry Strait.

Ideal Cove has its entrance on the S side of Frederick Sound, about 13.8 miles SE of Wrangell Narrows and 1.2 miles S of Coney Island. Log storage extends along the E shore of the cove to the head. At times, logs take up the whole cove. Small craft desiring moorage will tie up to the log booms. A well-defined rock awash is

close to the E point of the entrance. A small islet is on the W side at the entrance. Cosmos Point, the E point of the entrance, is wooded.

Coney Island is steep-to; the edge of Stikine River flats is about 0.5 mile E of it, and reefs extend 0.3 mile N from the point 0.8 mile S.

Le Conte Bay, on the N side of the head of Frederick Sound, at times is inaccessible because of floating ice. The great depths in the bay prevent anchorage. Le Conte Bay is entered from Frederick Sound through a very narrow passage just N of Stikine River flats. At the entrance, a reef that bares at low water extends from the N shore halfway across the passage. Several groundings have occurred on this reef; extreme caution is advised. The bay is very shallow along its W edge from the mouth N to Timber Point. Boulders 1 to 3 meters in size are located in the narrow channel and are displaced about by ice bergs that sweep through the area. Strong currents have also been noted in this area.

Large icebergs from **Le Conte Glacier** are a menace to navigation from Camp Island to **Frederick Point**.

The shores of Frederick Sound, from Wrangell Narrows to Cape Strait, are bold. The SW shore can be safely approached as close as 0.5 mile. A ledge, which uncovers about 8 feet, is about 0.3 mile from the head of the bight, about 3 miles N of Prolewy Point, the NW point of the entrance to Wrangell Narrows.

The **McDonald Islands** are two small islands about 3.8 miles E of the N entrance to Wrangell Narrows. The E island, 228 feet high, is the larger.

Brown Cove, on the NE side of the sound, about 5.5 miles NE of the entrance to Wrangell Narrows, affords indifferent anchorage in 11 to 12 fathoms at the entrance. The head of the cove bares at low water.

Sukoi Islets, locally known as **Sockeye Islets**, are two wooded islands, with a smaller one between, about 3.8 miles N from the entrance to Wrangell Narrows and about 1 mile off the W shore of Frederick Sound.

The westernmost and largest island is about 330 feet high. The easternmost island is about 120 feet high, and the middle island is low. **Sukoi Islets Light** (56°53'44"N., 132°56'39"W.), 18 feet above the water, is shown from a skeleton tower on a concrete pier with a red and white diamond-shaped daymark on the westernmost islet. The usual channel is W of the islets.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

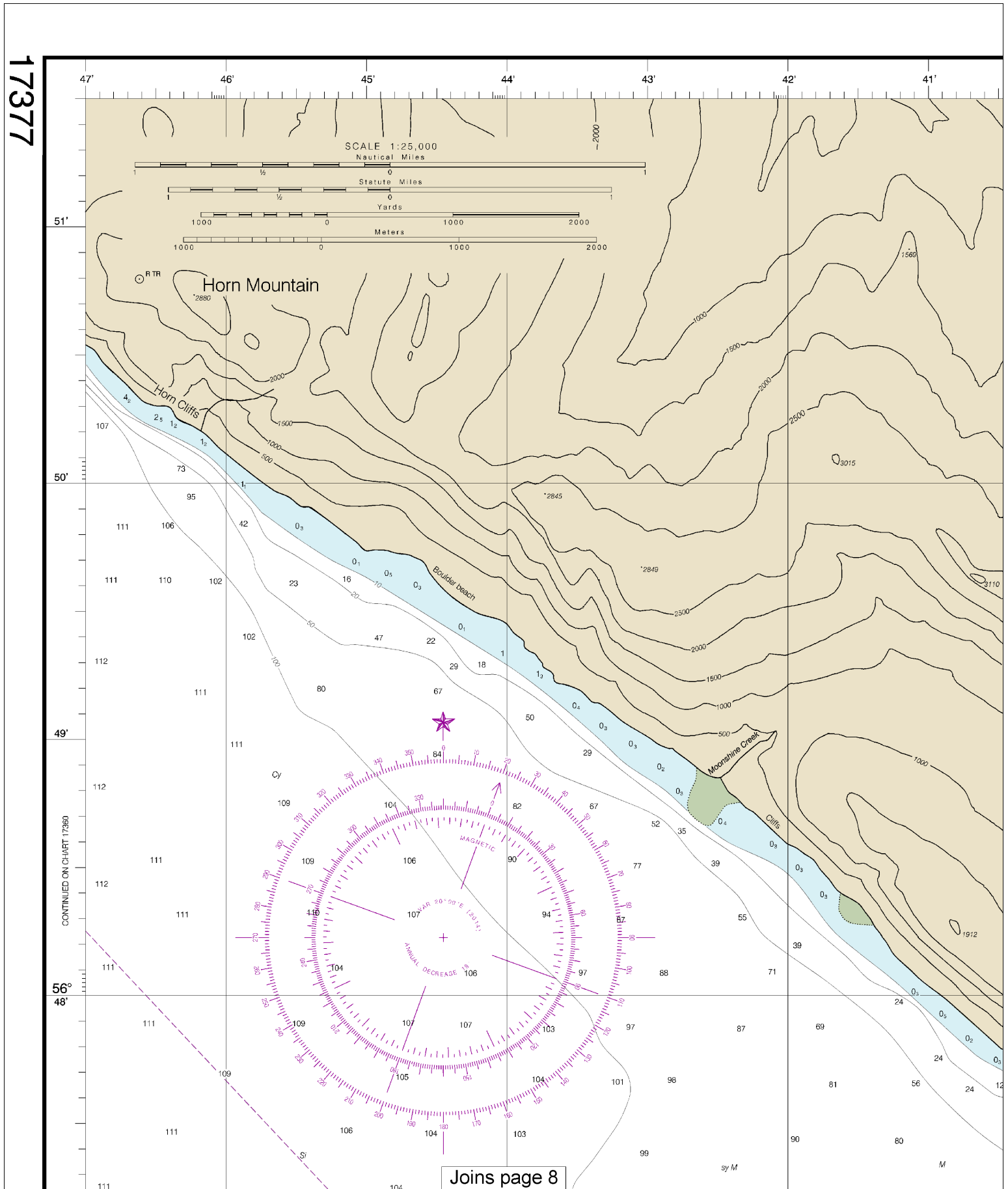
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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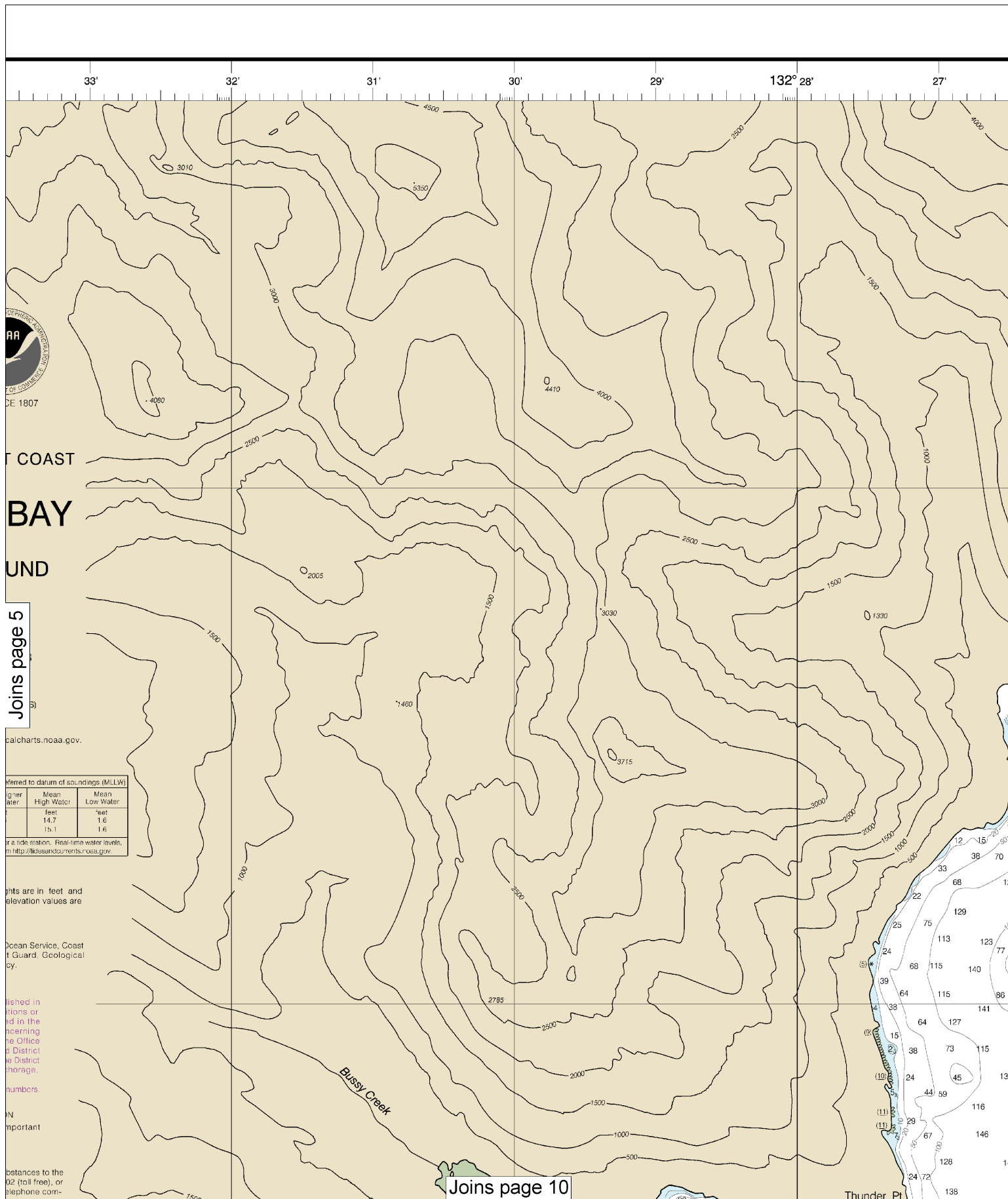


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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.

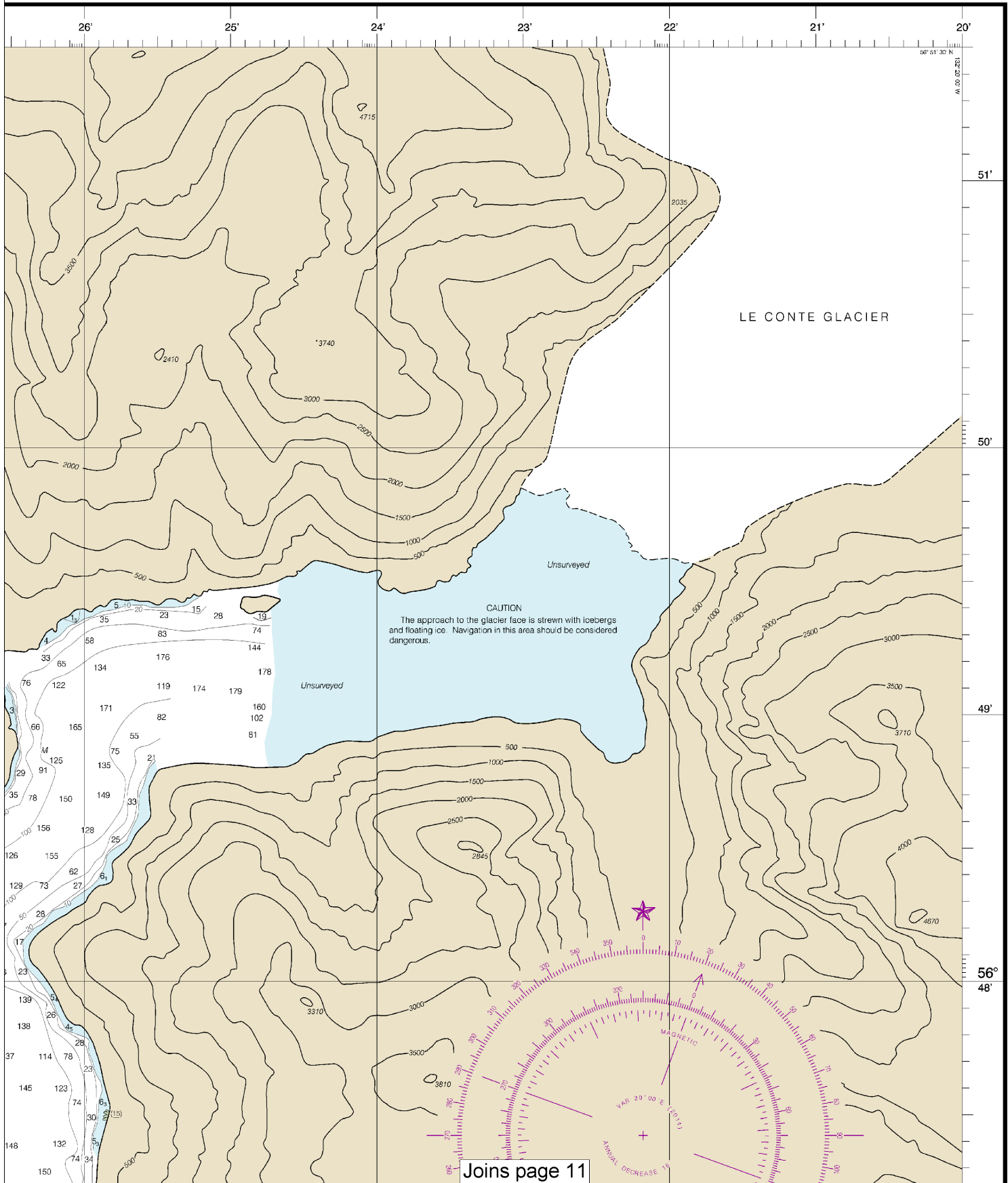
1 1/2 0 1000 2000
Nautical Miles
Yards



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

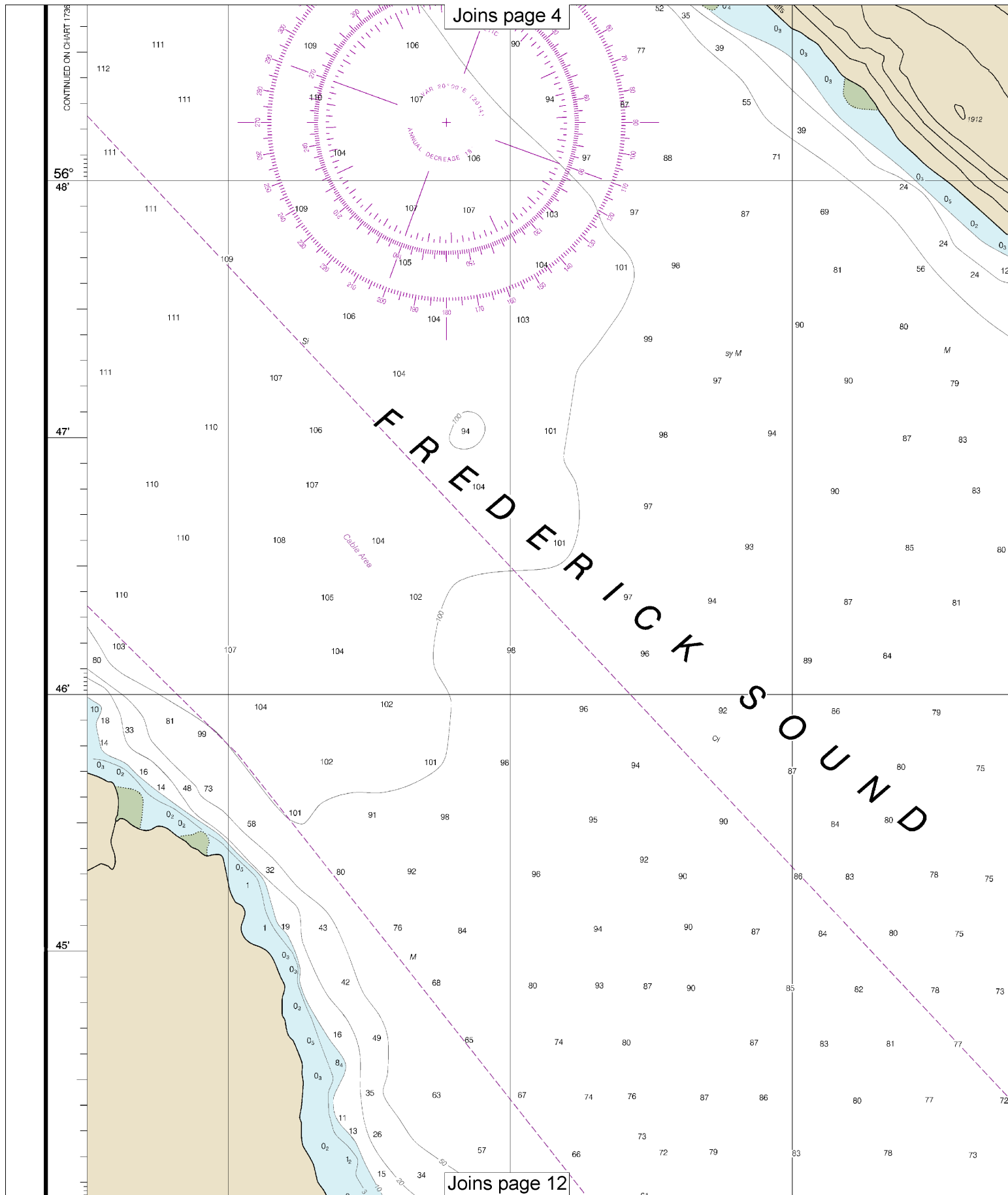
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Last Correction: 5/1/2014. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

7



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles

Yards

1 1000 0 1000 2000

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1000 Cove, Minko Island (56°40'N/132°35'W) 10.1
Dashes (---) located in datum columns indicate unavailable datum values for a tide
tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Mar 2014)

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are
refer to Mean High Water. Contour and summit elevations
in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean
Survey, with additional data from the U.S. Coast Guard
Survey, and National Geospatial-Intelligence Agency.

NOTE A

Navigation regulations are published
Chapter 2, U.S. Coast Pilot 8. Additions
revisions to Chapter 2 are published in the
Notice to Mariners. Information concerning
the regulations may be obtained at the Office
of the Commander, 17th Coast Guard District
in Juneau, Alaska, or at the Office of the District
Engineer, Corps of Engineers in Anchorage,
Alaska.

Refer to charted regulation section number

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important
supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substance
National Response Center via 1-800-424-8802 (roll
to the nearest U.S. Coast Guard facility if telephone
communication is impossible (33 CFR 153)).

WARNING

The prudent mariner will not rely solely on any
to navigation, particularly on floating aids. See U.S.
Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids
navigation are not indicated on this chart. See
Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for
supplemental information concerning aids
navigation.

CAUTION

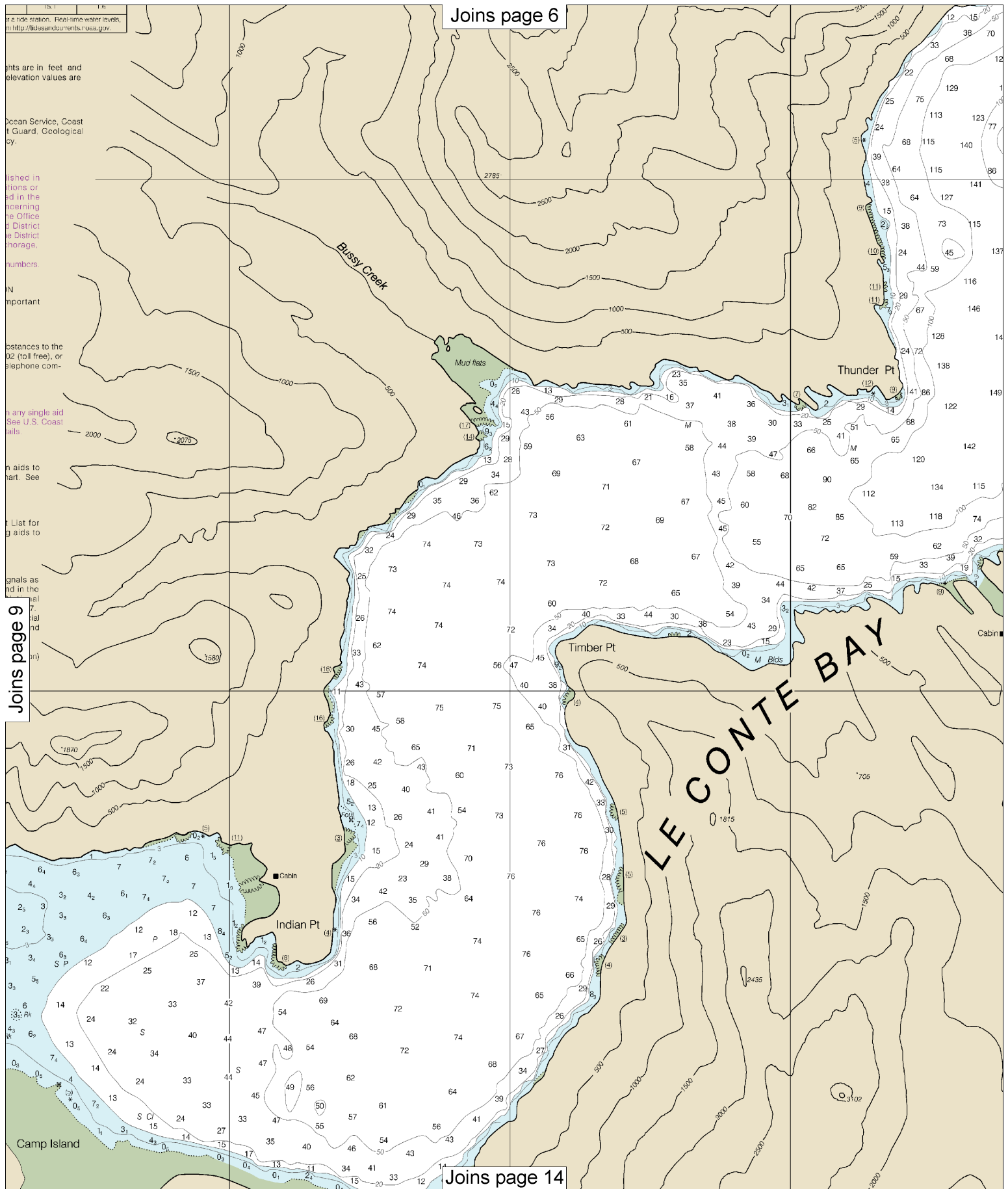
Limitations on the use of radio signals
aids to marine navigation can be found in the
U.S. Coast Guard Light Lists and
Geospatial-Intelligence Agency Publication
Radio direction-finder bearings to co-
broadcasting stations are subject to
should be used with caution.

Station positions are shown thus:
○ (Accurate location) ○ (Approximate)

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NOTE
Passage into Le Conte Bay is restricted by the shoal north of Camp Island.
This submerged moraine consists of numerous boulders, and has swift
currents with floating or grounded icebergs. Mariners should exercise
caution and navigate the entrance at high slack water.



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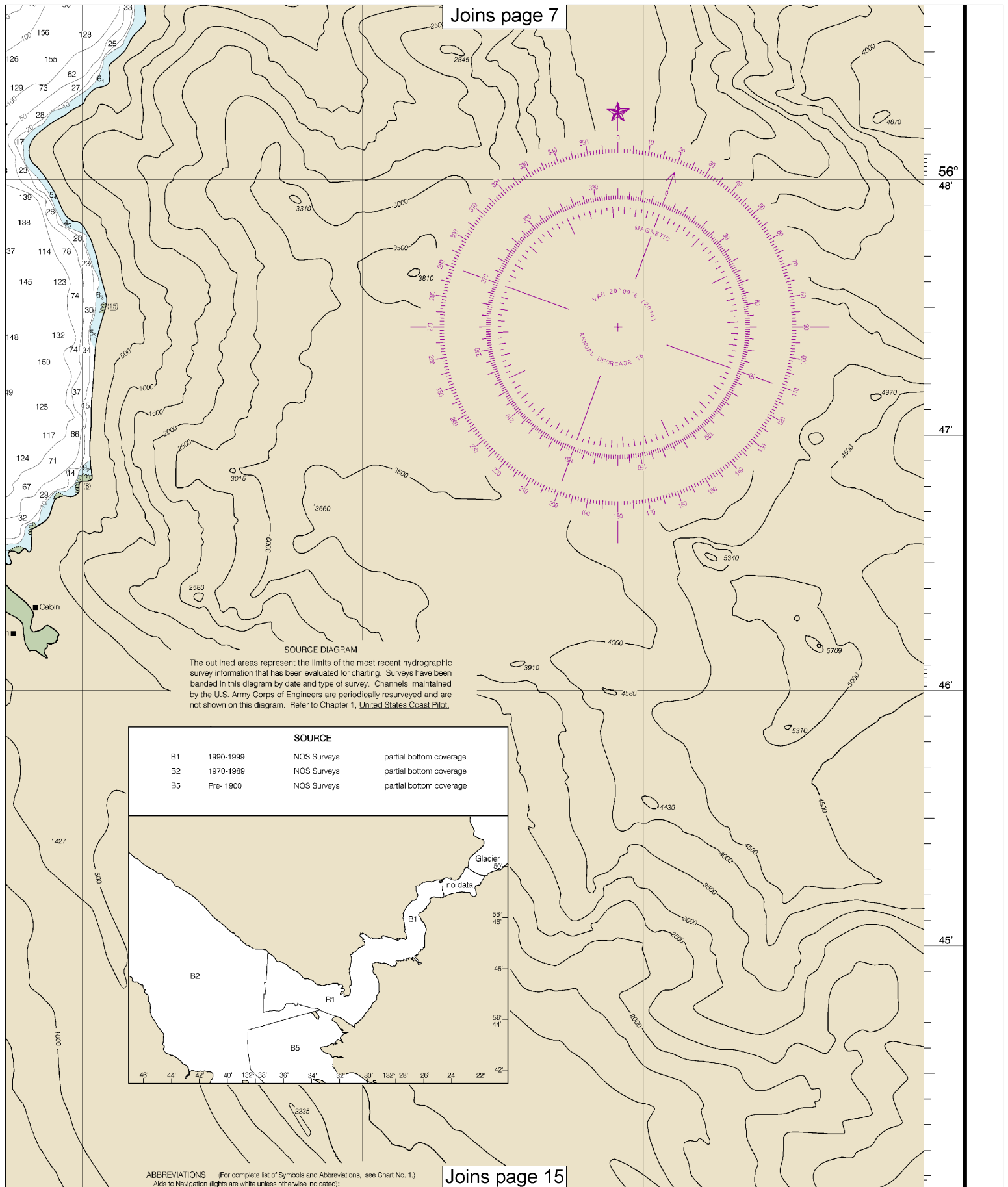
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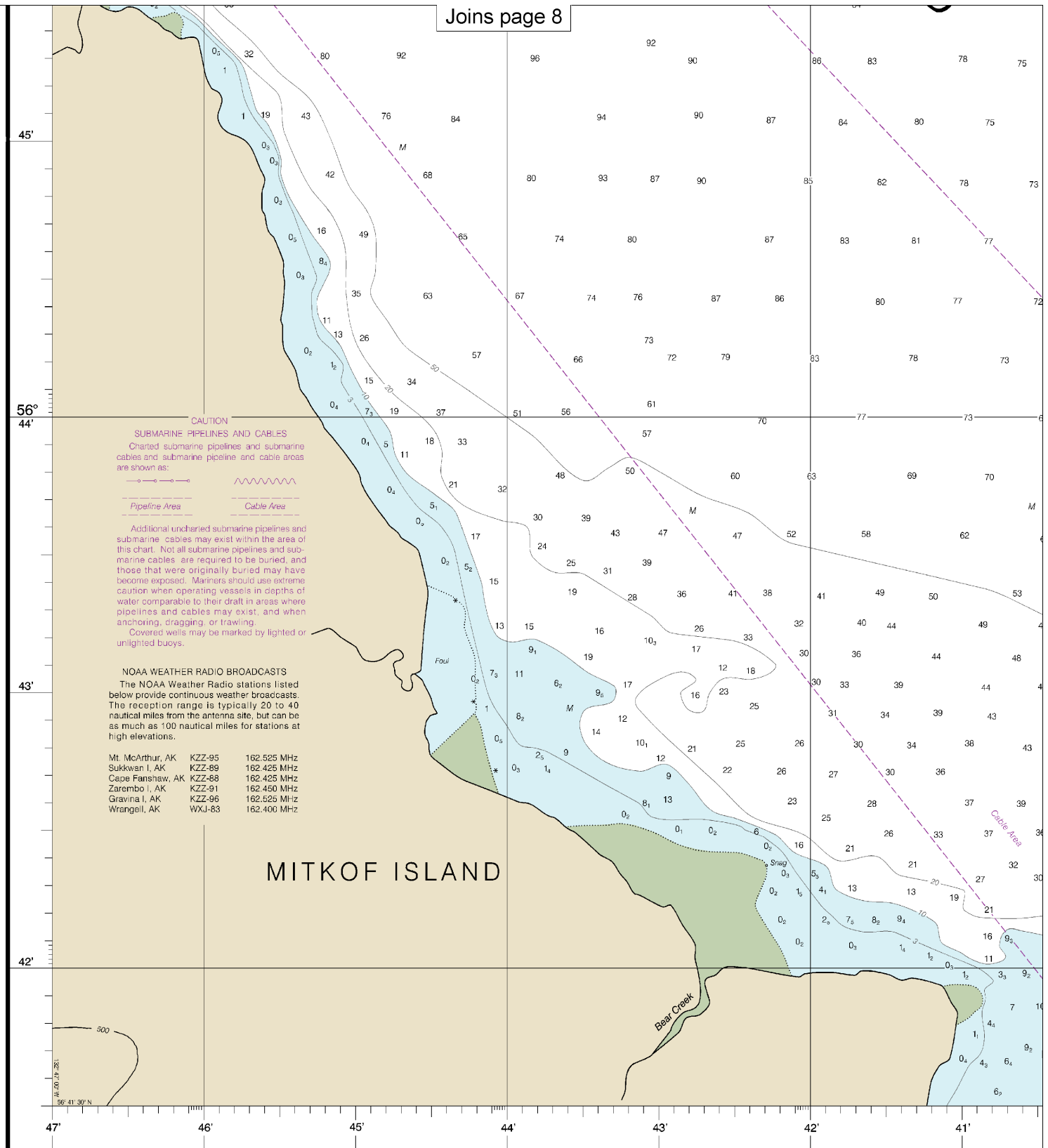
Nautical Miles

Yards

1 1/2 0 1000 2000



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):



2nd Ed., May 2014

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

Last Correction: 5/1/2014. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

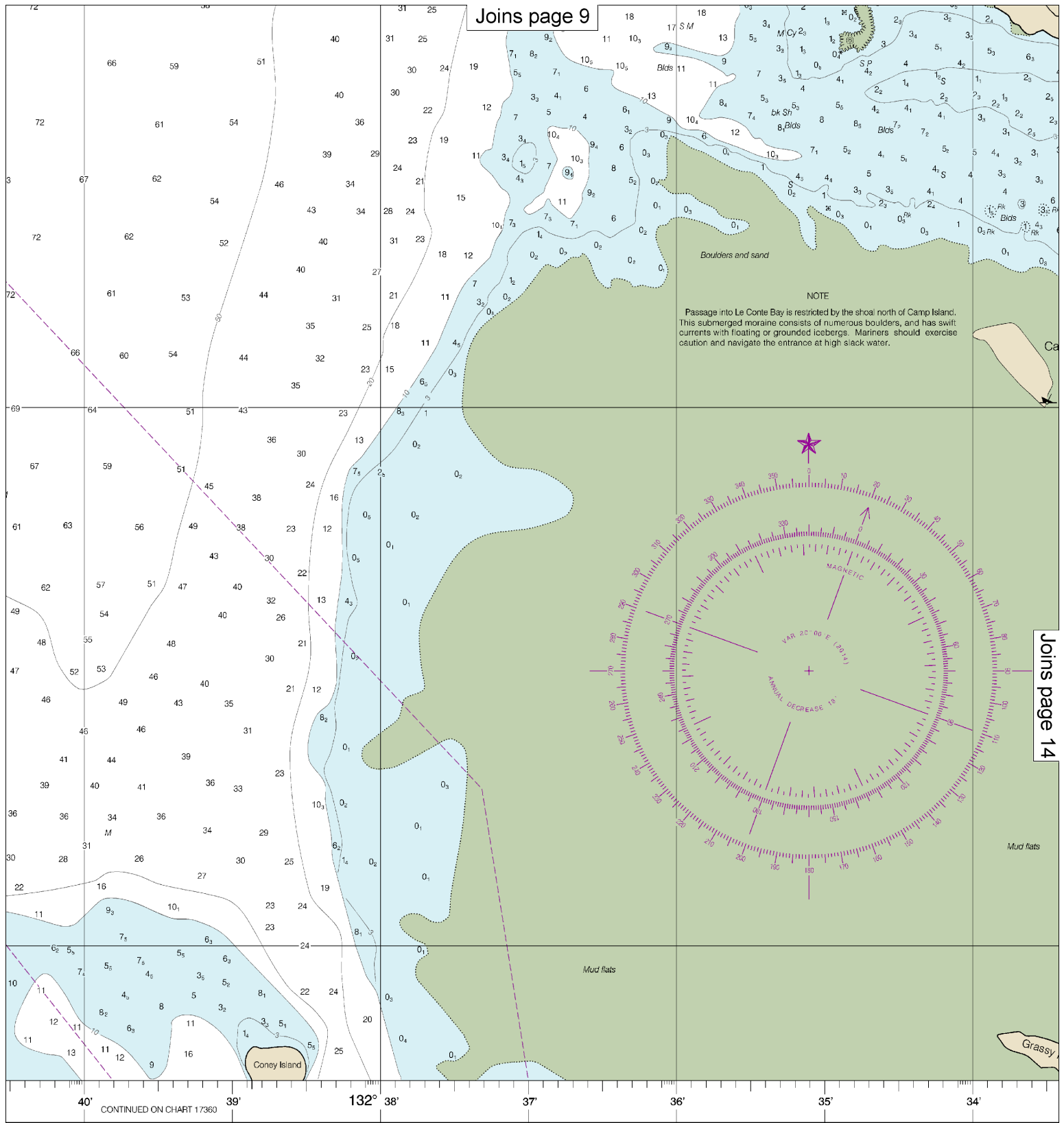
12

Note: Chart grid lines are aligned with true north.

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 Nautical Miles
 Yards
 1000 0 1000 2000

See Note on page 5.

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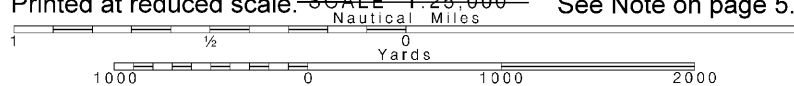
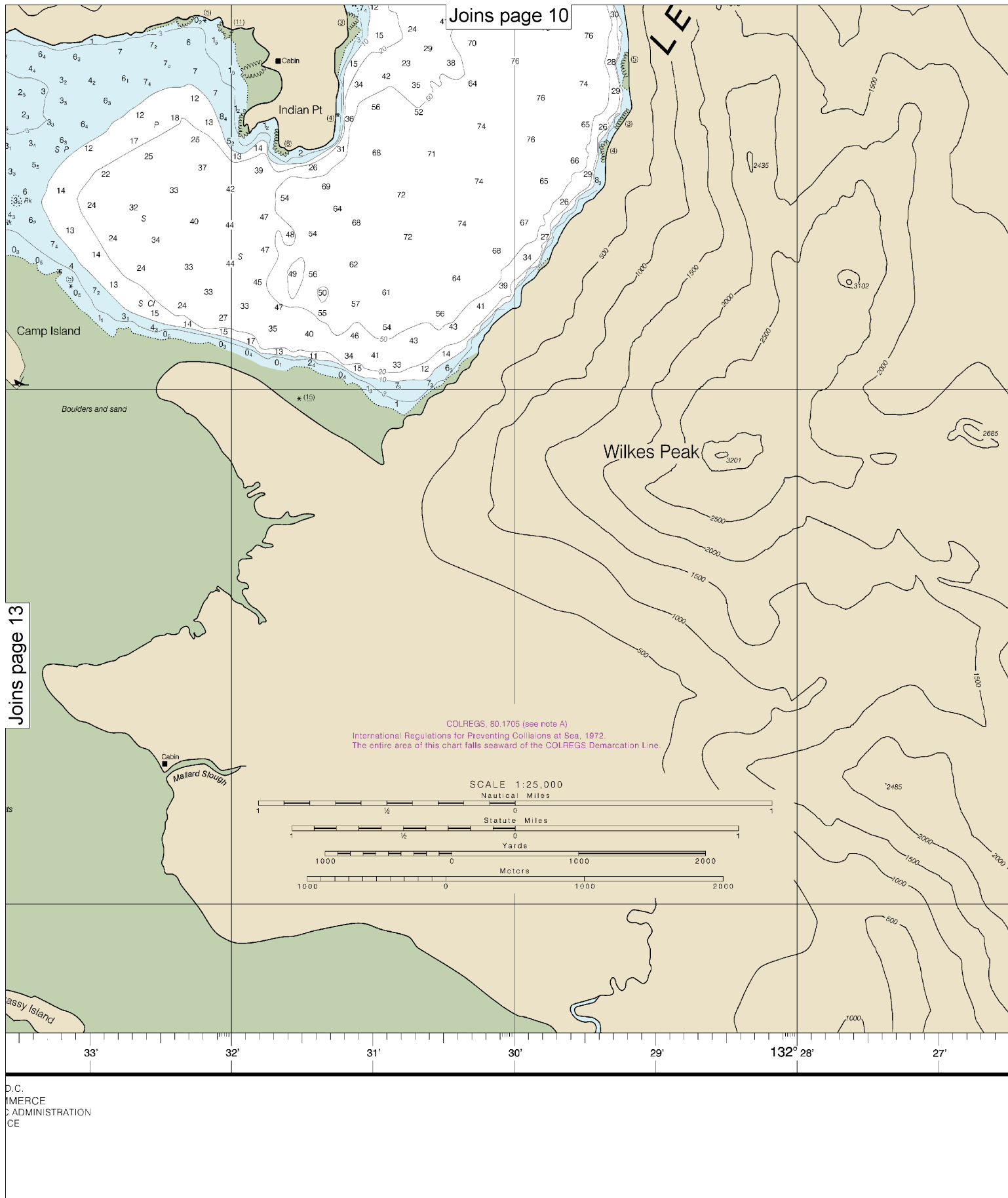
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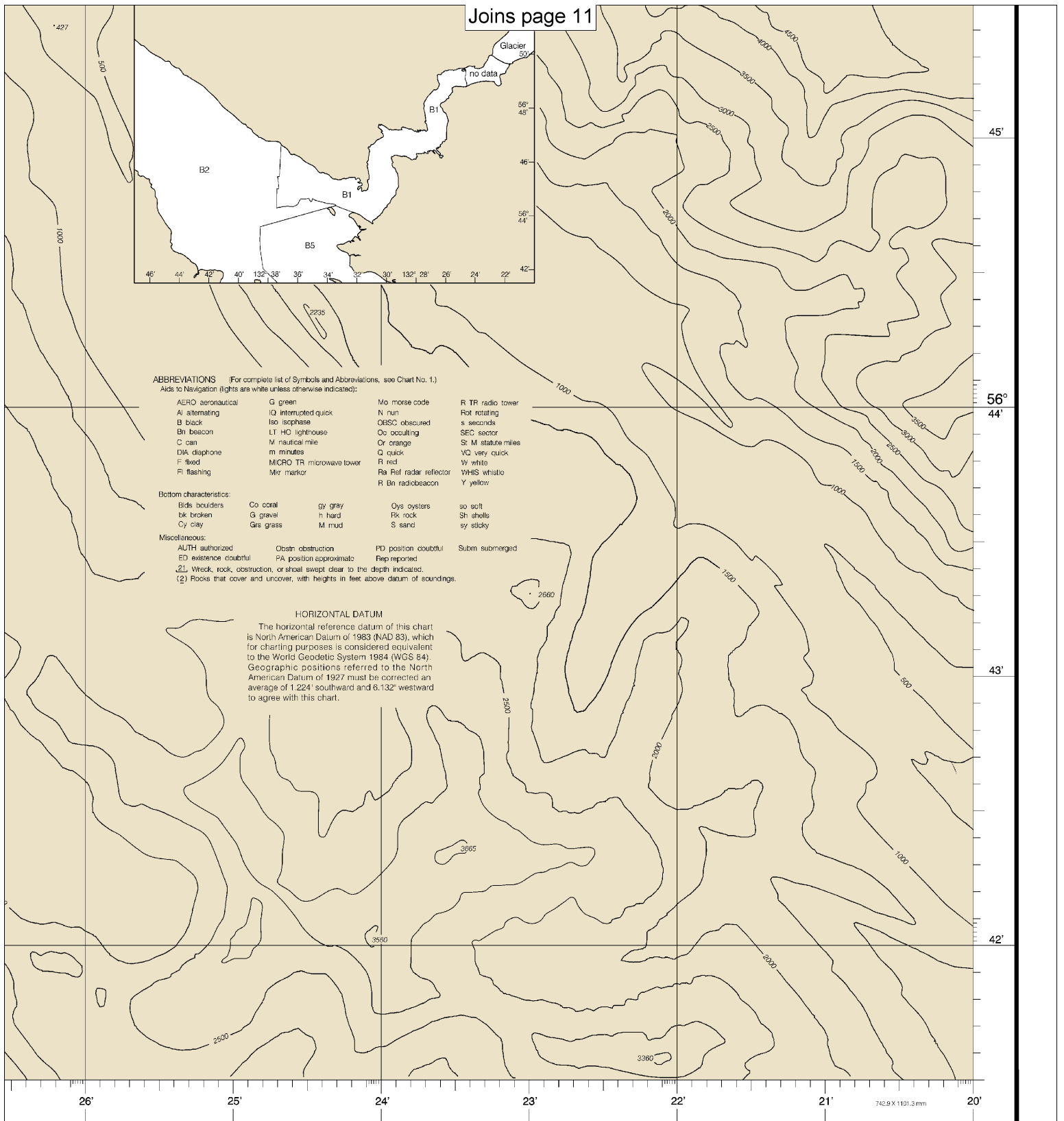
Joins page 14

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Le Conte Bay
 SOUNDINGS IN FATHOMS - SCALE 1:25,000

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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.